Train | Fresno to Bakersfield Section

Supplemental Alternatives Analysis (AA)
Fresno to Bakersfield Section

Board Briefing

December 13, 2011

CALIFORNIA
High-Speed Rail Authority

U.S. Department of Transportation
Federal Railroad Administration

kersfield Section Overview
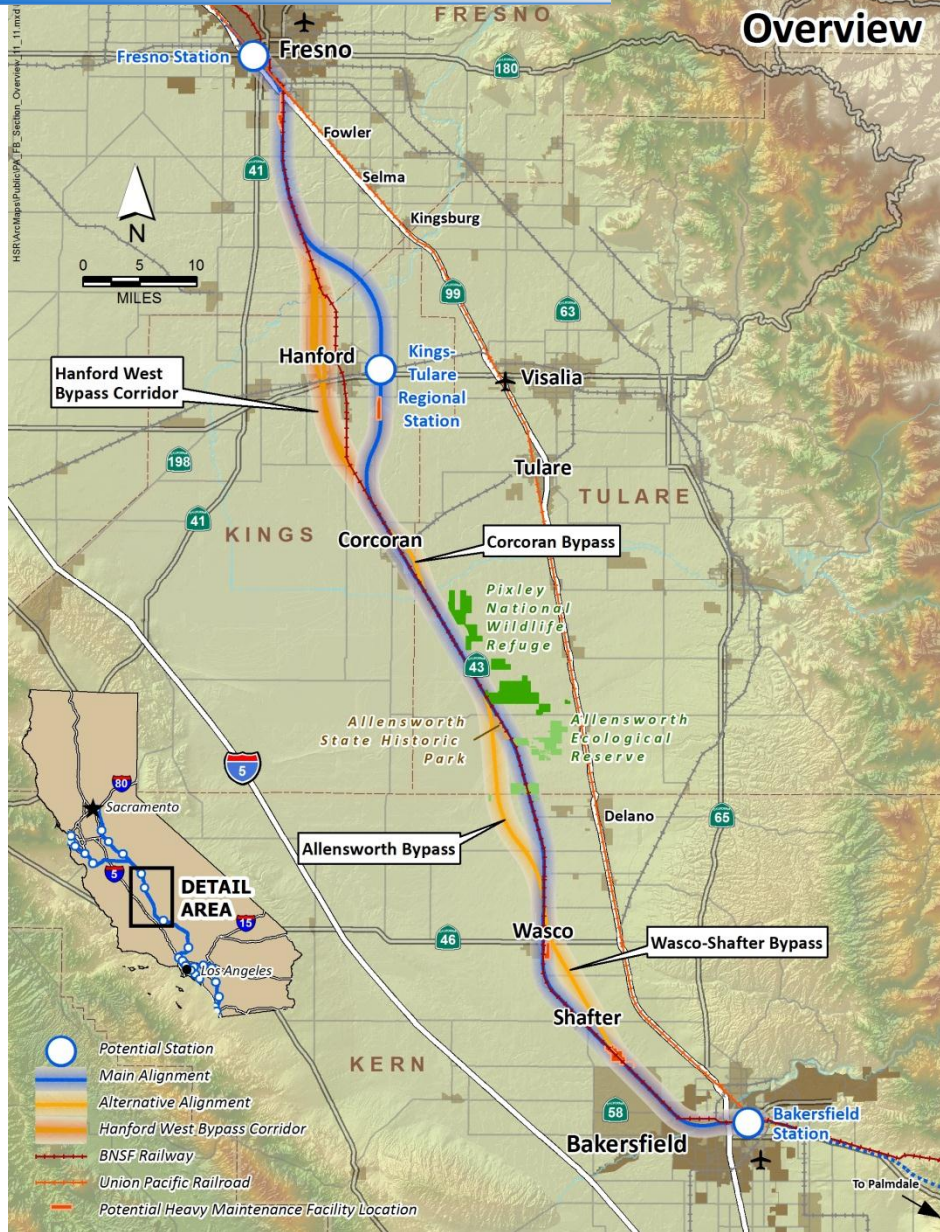
Hanford West Bypass Analysis

Consideration of alternative route and station location to the west of Hanford to serve the Kings/Tulare region.

Objectives

1. Minimize Impacts
2. Minimize Operating and Capital Costs

Map Legend

- ○ Potential Station
- — Main Alignment
- — Alternative Alignment
- — Hanford West Bypass Corridor
- — BNSF Railway
- — Union Pacific Railroad
- — Potential Heavy Maintenance Facility Location

Map labels: Fresno, Fresno Station, Fowler, Selma, Kingsburg, Hanford, Hanford West Bypass Corridor, Kings-Tulare Regional Station, Visalia, Tulare, TULARE, KINGS, Corcoran, Corcoran Bypass, Pixley National Wildlife Refuge, Allensworth State Historic Park, Allensworth Ecological Reserve, Allensworth Bypass, Delano, Wasco, Wasco-Shafter Bypass, Shafter, Bakersfield, Bakersfield Station, KERN, To Palmdale, DETAIL AREA, Sacramento, Los Angeles

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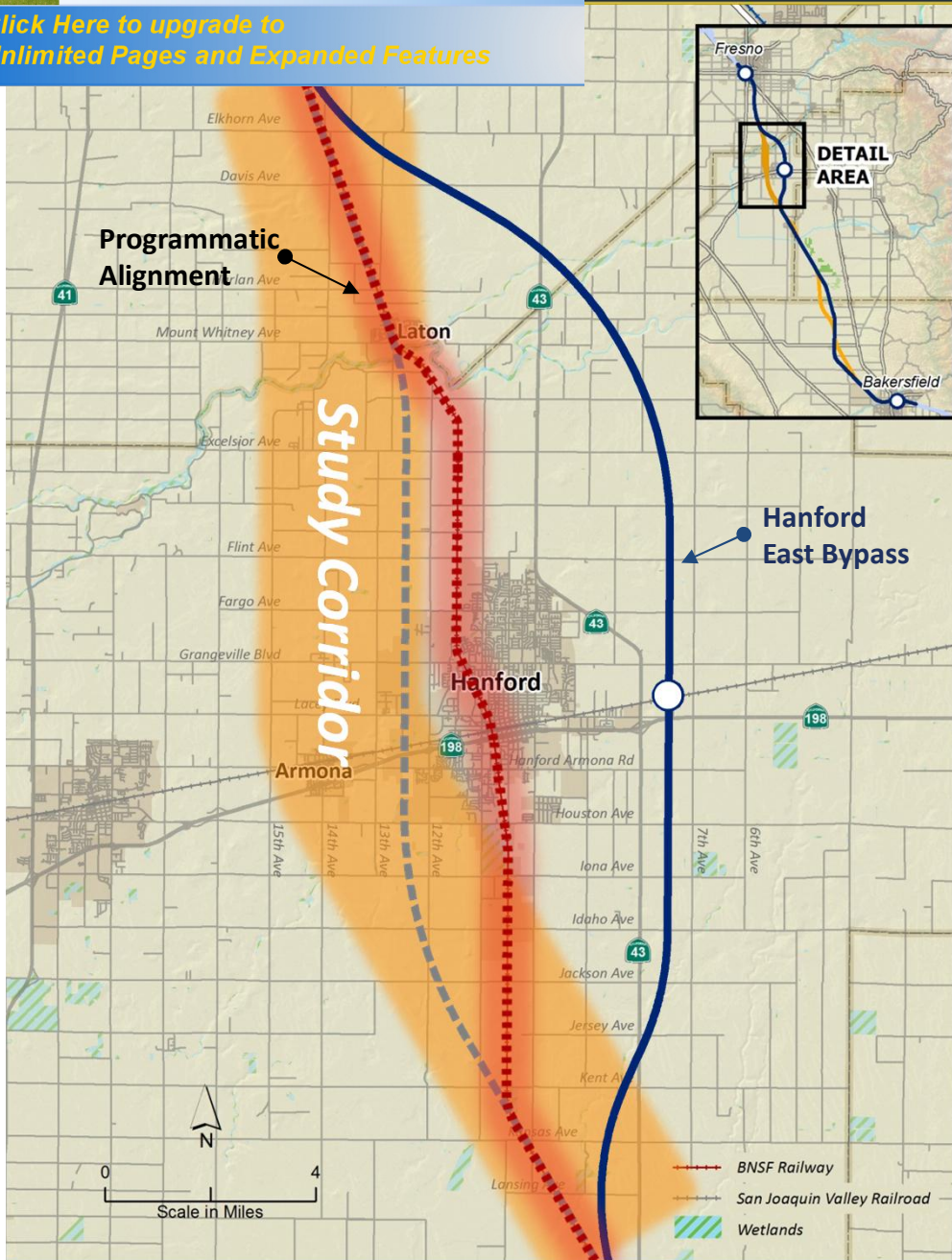
Public Meetings

- Hanford City Council Study Session – November 15
- Hanford Public Information Meeting – November 17
- Laton Public Information Meeting – November 21

Technical Working Group (Local Government) Meeting – November 17

Stakeholder Meetings – October through December

- Government/agency meeting participants
    - Fresno County Public Works
    - Fresno County Supervisor Judy Case
    - Caltrans
    - Laton Community Services District
    - City of Visalia
    - City of Hanford
    - Kings County Association of Governments
    - Kings County
- 5 school district meetings
- 6 business/church/landowner meetings

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Initial Analysis

Hanford East Bypass Alignment (DEIR/EIS)

Study Corridor

- Started at 3 miles wide
- Conejo to convergence with Corcoran alignment alternatives

Programmatic Alignment (2005)

- Passes through residential subdivisions constructed since the alignment was set (100 homes affected)
- Passes through center of Laton, exacerbating division caused by BNSF
- Impacts 2 operating dairy facilities and feed and grain facility
- Passes immediately adjacent to 2 churches (Kings Evangelical Free Church and Koinonia Church)
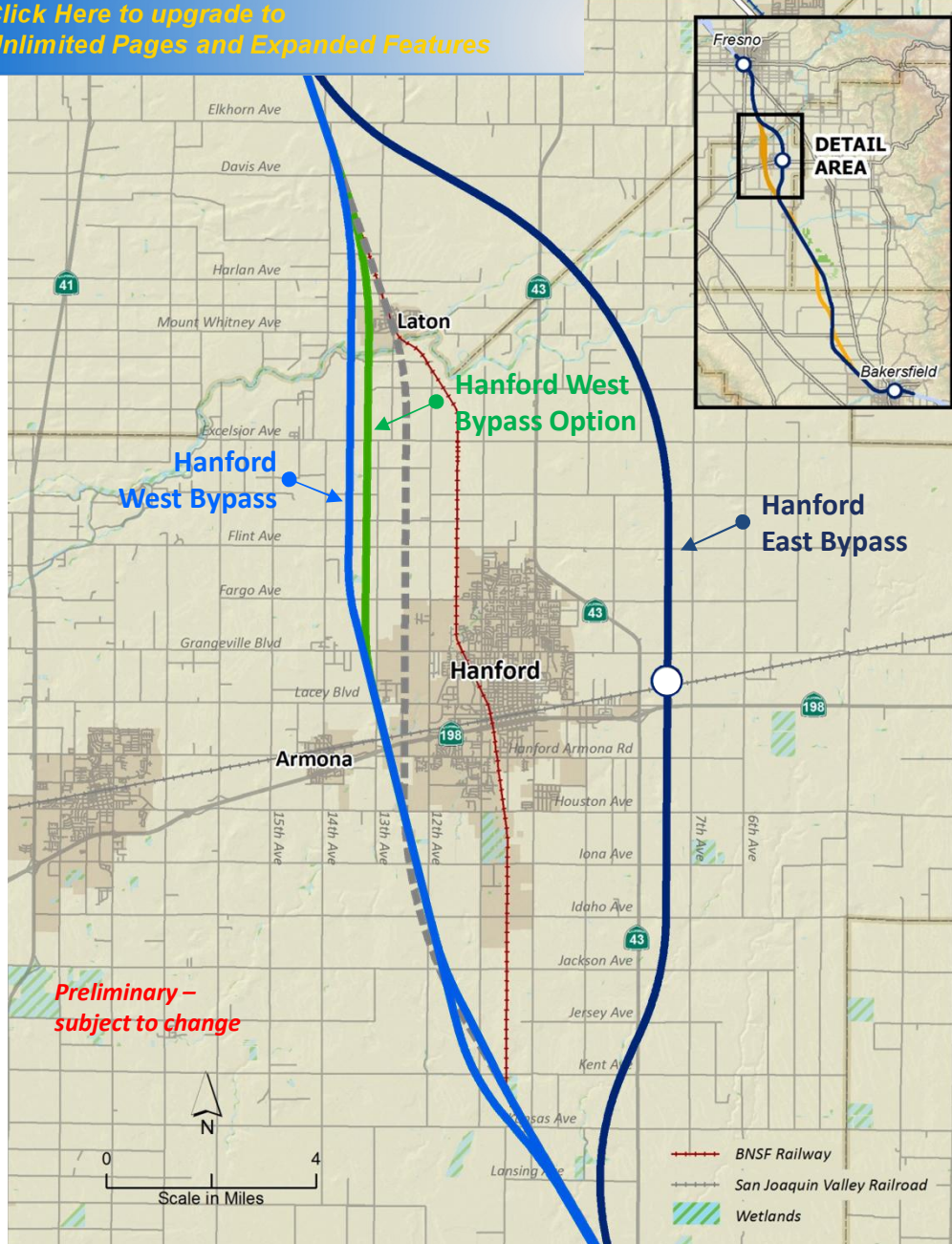- Infeasible from the perspectives of impact and utility

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Alignment Alternatives Considered

Programmatic Alignment
(Not Carried Forward)   - - - - -

Hanford West Bypass   ────────

Hanford West Bypass Option   ────────

DETAIL AREA

Fresno

Bakersfield

Hanford West Bypass Option

Hanford West Bypass

Hanford East Bypass

Laton

Hanford

Armona

Preliminary – subject to change

N

0   4
Scale in Miles

BNSF Railway
San Joaquin Valley Railroad
Wetlands

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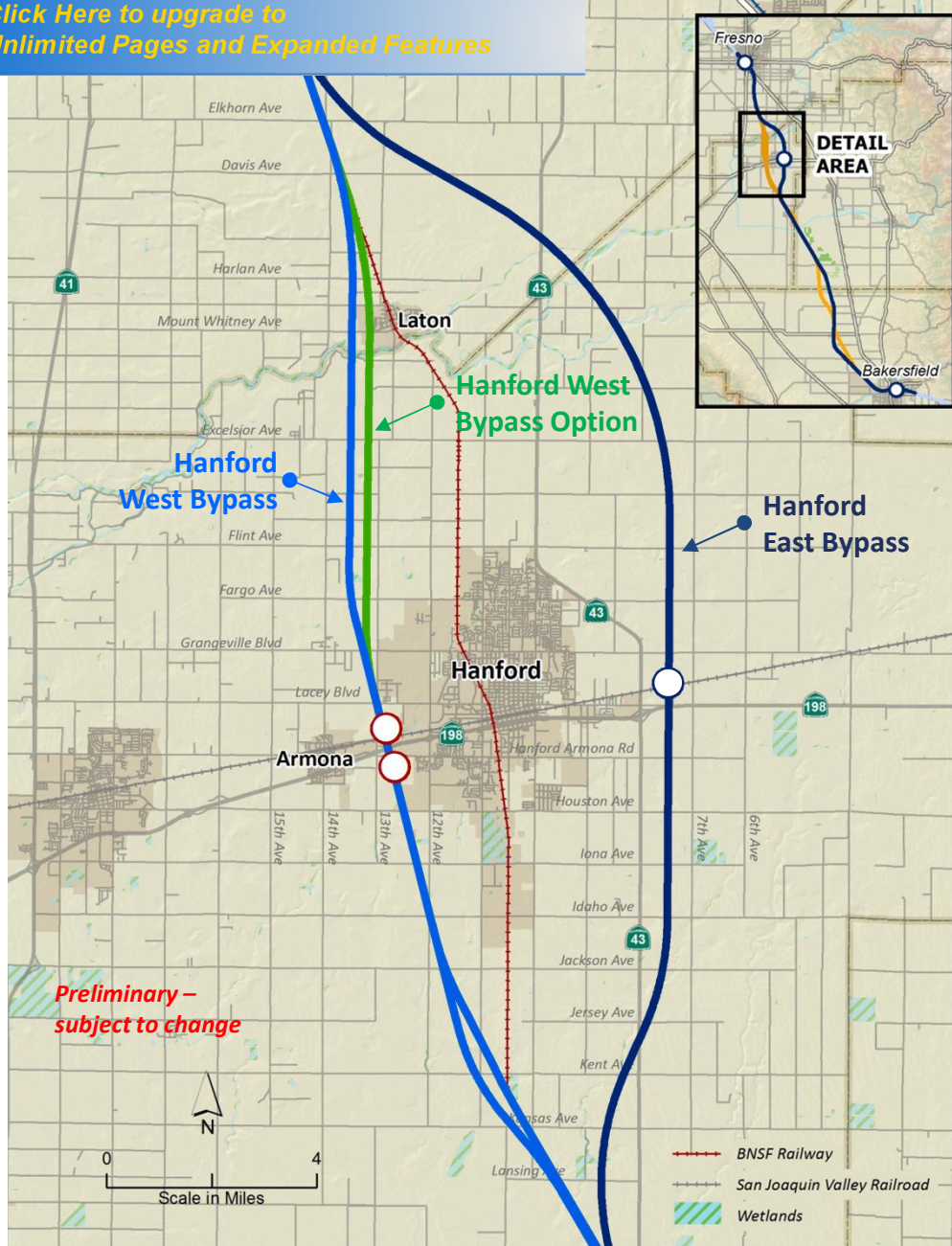
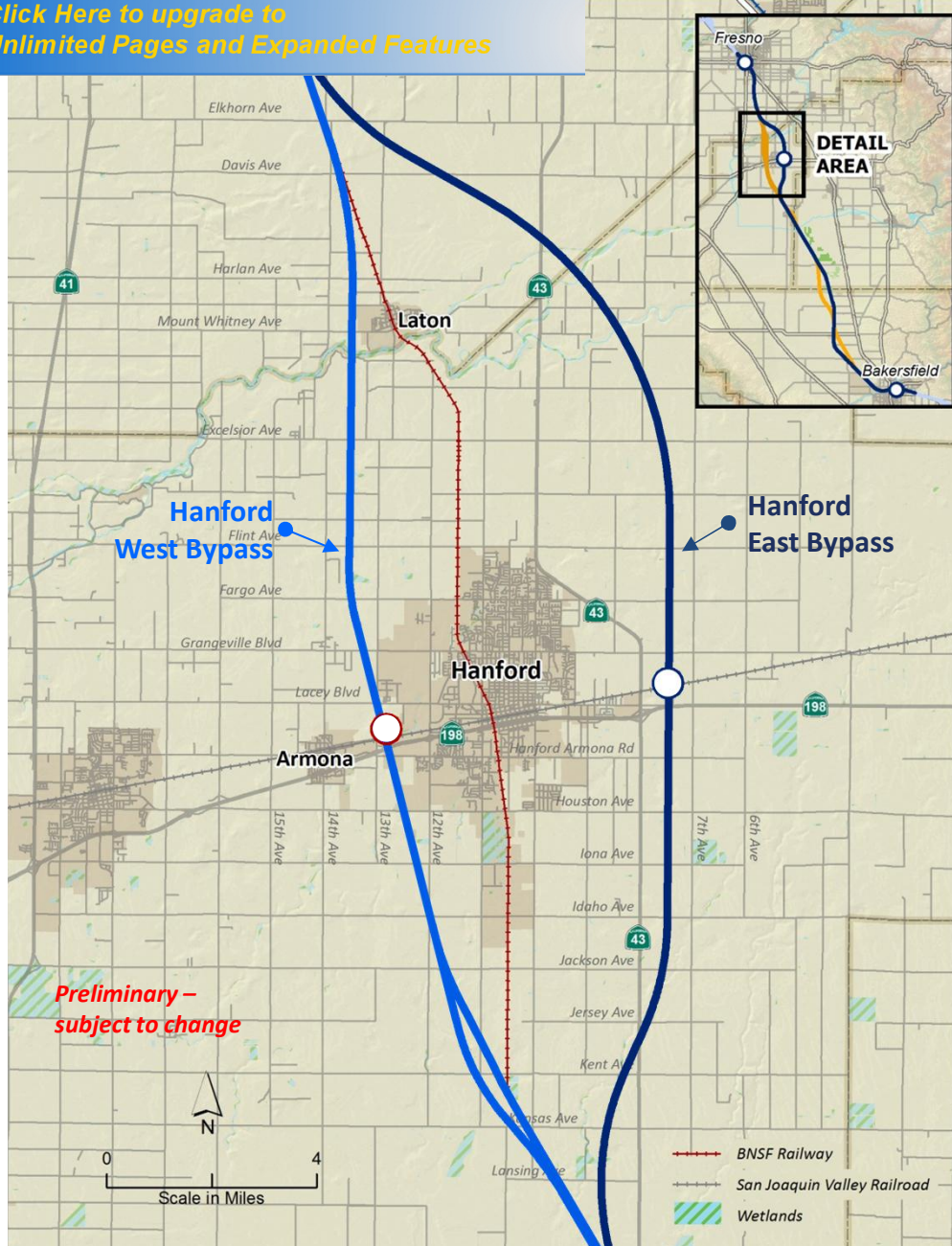# Station Location Alternatives Considered

North Location

- North of San Joaquin Valley Railroad
- East of 13th Avenue
- Access from 13th Avenue, Lacey Boulevard, or new east-west local street

South Location

- South of State Route 198
- East of 13th Avenue/South of Hanford Armona Road
- Access from Hanford Armona Road

Preliminary – subject to change

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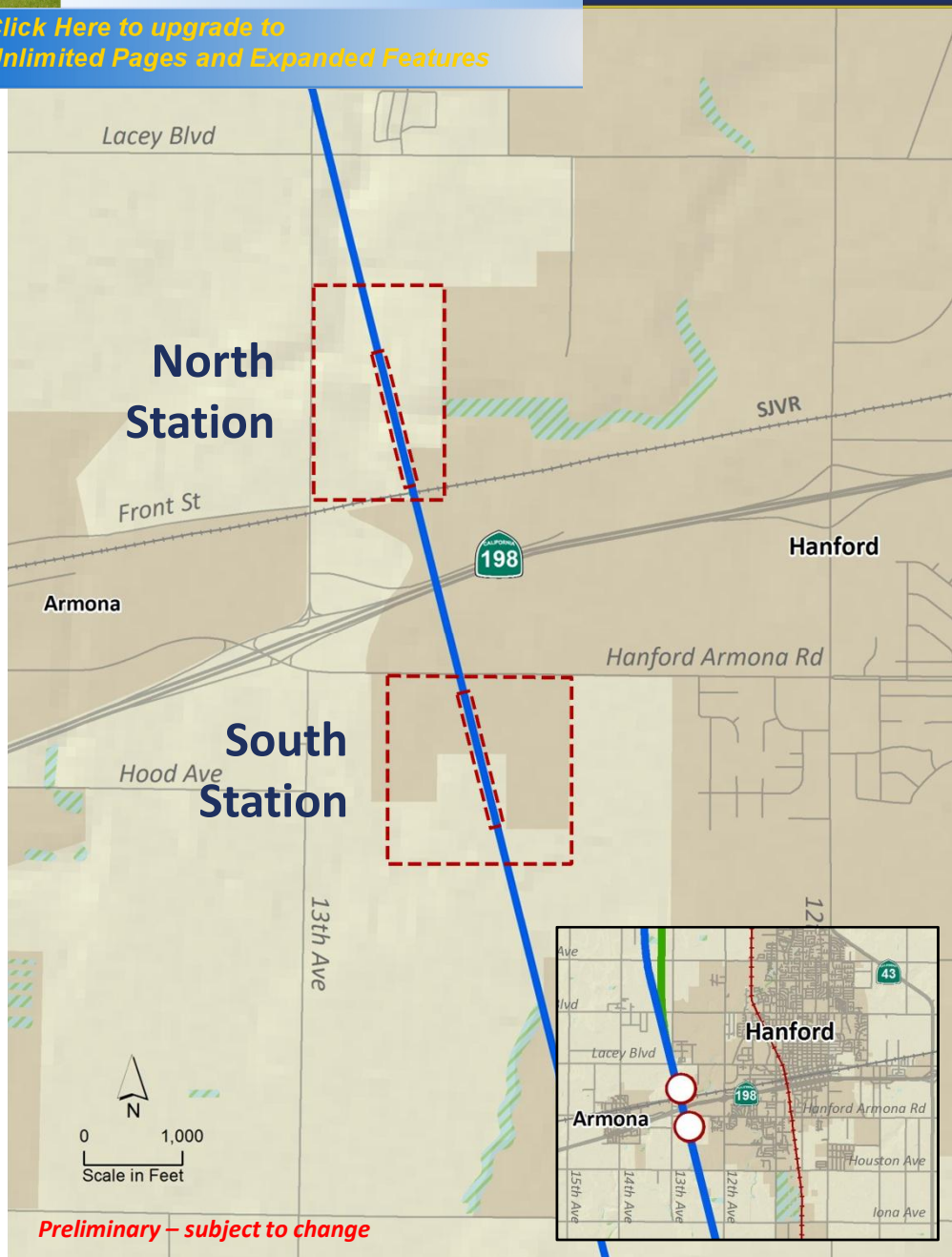
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Recommended Alignment and Station Location

Hanford West Bypass Alignment

- Avoids existing Laton Community as well as area designated for future growth
- More than 1/4-mile farther from Kingston Park, a potential 4(f) property
- Minimizes impacts on existing roads
- Impacts fewer acres of agricultural and natural resources (including wetlands)
- Potentially affects fewer residential noise and vibration sensitive receptors
- Farther from two existing schools

North Station Location

- Best opportunity for intermodal connections, including regional bus service, Amtrak service, and potential future rail service on the SJVR.
- Provides best opportunity for Transit Oriented Development due to superior access to Downtown and City's principal retail area.

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DETAIL AREA

Fresno

Bakersfield

Hanford West Bypass

Hanford East Bypass

Laton

Hanford

Armona

Preliminary – subject to change

N

0   4
Scale in Miles

BNSF Railway
San Joaquin Valley Railroad
Wetlands

Proposed Schedule

Preliminary Engineering (15% Design)

Draft EIR/EIS

Draft EIR/EIS Public Comment Period

Ongoing Review of the Draft EIR/EIS

Revised Draft EIR/Supplemental Draft EIS

Revised Draft EIR/Supplemental Draft EIS Public Comment Period

Final EIR/EIS

Record of Decision/Notice of Determination

2011

JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC

2012

JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC
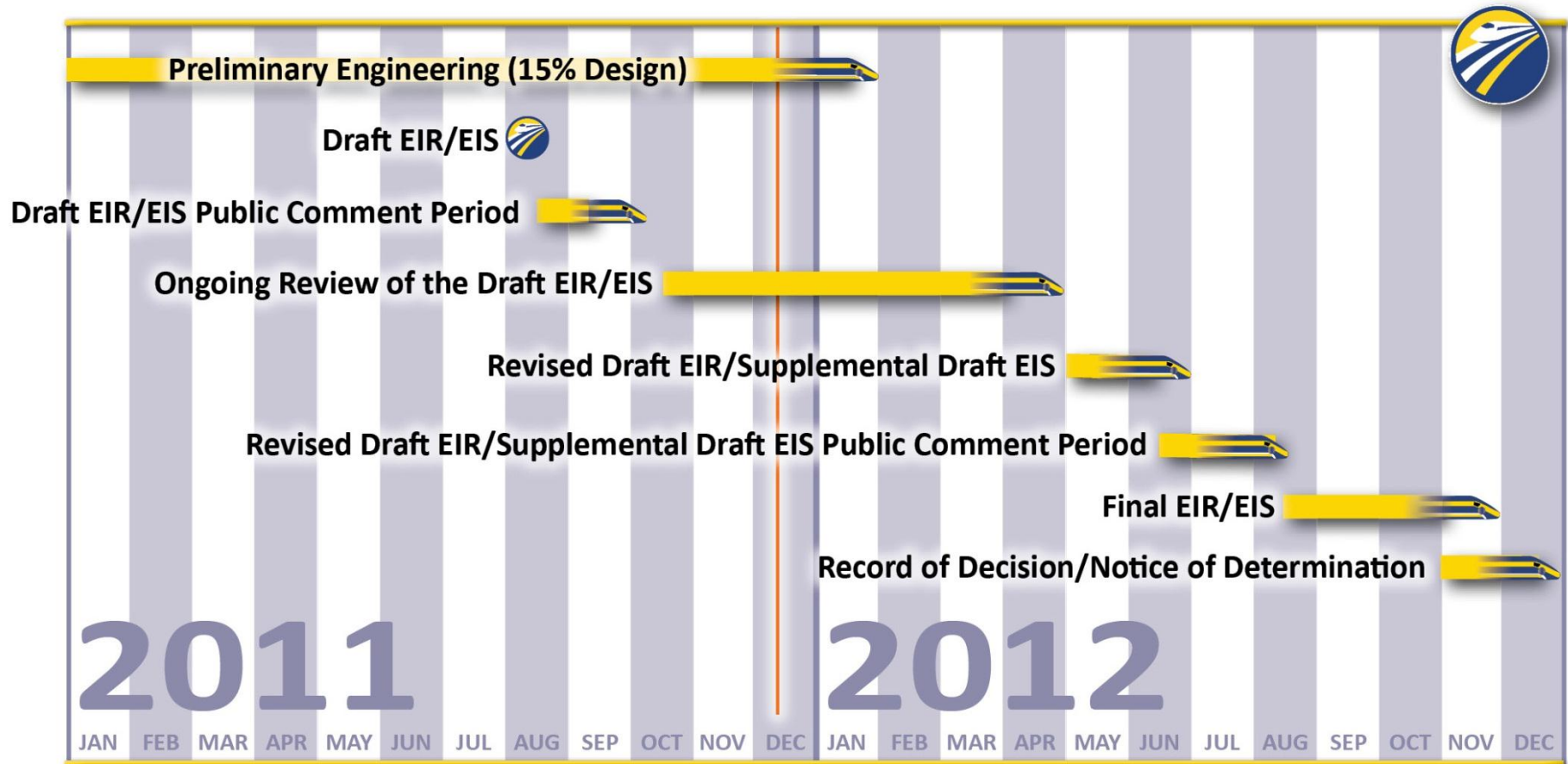
Schedule subject to change.

Ongoing Community and Agency Information Meetings and Communications

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Staff Recommendations

Alignment Alternative

˝ Add the new Hanford West Bypass Alternative (HW) (depicted in Figure ES-1 in the Staff Report for this item) to the current set of alignment alternatives (including the current Hanford East Bypass Alternative) to be evaluated in the Fresno to Bakersfield Revised DEIR / Supplemental DEIS.

Station Location

˝ Add the new Hanford West station location (depicted in Figure ES-1 in the Staff Report for this item) to the current set of station locations (including the Hanford East location) to be evaluated in the Fresno to Bakersfield Revised DEIR / Supplemental DEIS.

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